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The China Mail.

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The most reliable Gin on this market.

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No. 12,865

號二十月六年四零百九千一英

HONGKONG, WEDNESDAY, JUNE 22, 1904.

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HAVANA CIGARS

LA INDUSTRIAS, per Box of 100.
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Packed in Boxes of 50, \$7.50.
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MACEWEN, FRICKEL & CO.,

3, DUDDELL STREET.
Hongkong, April 4, 1904. 297

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WANTED Immediately for EMIGRATION STEAMER. Must be a British Subject.
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Care of "China Mail" Office.
Hongkong, June 15, 1904. 123

WANTED.

Bedroom, FURNISHED. - Macdonnell, or Robinson Road, Levee.
Apply to "A."
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Hongkong, June 10, 1904. 1071

WANTED.

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Hongkong, June 4, 1904. 1054

Intimations.

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APPLICATION has been made to the General Manager of this Company to issue to the Kien Chin Bank of Hongkong Duplicate Certificates for the hundred Shares in the above Company or other Certificates in lieu thereof upon the Statement that the original Certificates viz. No. 1788/1789 - 50 Shares in the name of George Hamilton Potts.

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HONGKONG, 2,383 tons, Captain R. D. Thomas.
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Departures from Hongkong to Canton daily at 8 a.m. (Sunday Excepted), 5.30 p.m. and 9 p.m. (Saturday Excepted).
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These Steamers, carrying His Majesty's Mail, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

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HONGKONG, 1,998 tons, Captain H. D. Jones.

Departures from Hongkong to Macao on week days at about 2 p.m. During the Summer months the time of leaving fluctuates to suit the tide at Macao. For further particulars, see special time table.

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This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 a.m.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 a.m.

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NANNING, 688 tons, Captain C. Buchart.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days at about 8 a.m. Round trips take about five days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

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18, Back Buildings, Queen's Road Central, opposite the Hongkong Hotel.
Or of BUTTERFIELD & SWIRE.

Agents, CHINA NAVIGATION CO., LTD.

WILLIAM MACLEOD, D.D.S., DENTIST.

11 & 12, BRACKENFIELD ARCADE.
Hongkong, September 22, 1903. 1758

DR NEWELL WILSON, DENTIST.

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DENTISTS.

LATEST AMERICAN METHODS.

REASONABLE FEE.

NO CHARGE FOR EXAMINATIONS.

Office hours 9 A.M. to 1 P.M. and 2 to 5 P.M.

31 QUEEN'S ROAD CENTRAL (First Floor, WATKINS BUILDING).

Hongkong, February 18, 1904. 2206

HARRY FONG, AMERICAN TRAINED DENTIST.

ELECTRICAL and Latest Improved Appliances.

41, QUEEN'S ROAD CENTRAL, Entrance on Lee Yuen Street.

Hongkong, June 1, 1904. 1050

Concentrated strength,

sustenance and energy—that's what Bovril is. Bovril represents a perfectly scientific combination of the stimulative and flavouring features of meat extract with the nutritive properties of beef. Bovril is readily taken and easily digested, and assimilated by even the most feeble constitution.



To be obtained at all Grocers, Chemists, Hotels, &c., throughout Hongkong, China and Japan.

CHEE WING & CO., 28 & 29, LEE YUEN STREET (WEST) HONGKONG.

DEALERS IN

All Sorts of COPPER, BRASS, STEEL

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STEEL GIRDERS and TEES.

CORRUGATED IRON, PIG IRON, &c.

Suitable for

SHIPS, ENGINEERS and HOUSE BUILDERS.

Hongkong, May 29, 1900. 1227

NOTICE.

WE have authorised Mr. J. OPPENHEIM to SIGN our Company per Procuration.

HOLLAND-CHINA TRADING CO.,

Hongkong, June 14, 1904. 1111

PURE LINSEED OIL

Awarded Bronze Medal at the Paris Exhibition, 1900.

Gold Medal at the Indian Industrial Exhibition 1898, 1900 & 1901.

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Contractors to the Military and Public Works Departments, State Railways, and all large Consumers throughout India, the East, and the Colonies.

W. R. LOKLEY & CO., Sole Agents, Hongkong.

Cable Address "LOKLEY," Hongkong.

Hongkong, July 22, 1903. 1619

NOTICE.

THE HOTEL AMERICA has changed Hands and is under entirely new management in which Mr. FRED JOHN has no further interest from the 1st Jan. 1904. The present Proprietors are not answerable for any Debts contracted by the Hotel before that date.

Hongkong, June 9, 1904. 1086

THE KOWLOON HOTEL, KOWLOON.

A High-class Tourist's Hotel under American Management. First-class (all sides, Beautiful Garden).

MONTELEONE CHINESE, J. W. CHOW, Proprietor and Manager.

Hongkong, January 29, 1904. 125

Business Notices.

BELL'S ASBESTOS EASTERN AGENCY, LIMITED, (SOLE AGENTS FOR BELL'S ASBESTOS CO., LTD., LONDON).

Bell's Asbestos "Dagger," "Demon," and other well-known packings for Piston Rods, etc., suitable for highest pressures. Pump Packings, Jointing Material, Asbestos Cloth Tape, and Boiler Door Joints, metallic or non-metallic—Rubber and Vegetable Fibre Valves for Air and Circulating Pumps. Gauge Glasses, Packing rings of Asbestos, Rubber and Woodite.

Bell's Asbestos Non-conducting Composition for covering Boilers, Steam Pipes, etc. (only best quality kept). Boilers covered with Bell's Composition repay expense of covering in a few months by saving of fuel. Estimates given for Covering Boilers, etc.

Bell's Asbestos Expansion Tape, Millboard, Insertions, and Rops.

Bell's Asbestos Engine Oil—unsurpassed for Marine Engines. A large Stock of Engine and Cylinder Oil always in hand.

Bell's Asbestos—solid Lubricant, clear and efficient—1 lb. is equal to from 2 to 4 gallons of oil.

Bell's Boiler Preservative speedily removes existing scale and prevents corrosion—does not injure the plates.

Asbestos Packed Coils, Stop Valves, and Gauge Columns. Steam Ganges and other engineers' requisites always in stock. Lists and Prices on application.

BRADLEY & CO., Managers,
Hongkong.

Office, 6 Des Vaux Road, opposite King Edward Hotel entrance.

LANE, CRAWFORD & CO. CUMSHAW TEA

A 5 or 10 Catty Box constitutes one of the most acceptable Presents to those at Home.

Without doubt this is the Finest Blend of TEA at the Price, to be had in China.



ARE NOW BOOKING ORDERS FOR THE ABOVE SPECIALLY-BLENDED CUMSHAW TEA.

PRICES:
Including Freight, Duty and Delivery to any address in the United Kingdom.
Per 10 Catty Box, \$17.50. Per 5 Catty Box, \$10.00.

MAO LAREN'S CANADIAN CHEESE

In Jars (Medium and Small) Wholesale and Retail from
LANE, CRAWFORD & CO.,
SOLE AGENTS.
Hongkong, May 6, 1903. 983

FAIRALL & CO., GENERAL DRAPERS, MILLINERS and DRESSMAKERS.

ARE NOW MAKING—

MUSLIN FROCKS from \$30.

LINEN COSTUMES from \$30.

LINEN CRASH GOWNS from \$28.

NEW ASSORTMENT OF CHILDREN'S SHOES JUST RECEIVED.

Hongkong, June 10, 1904. 1096

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A LITTLE CHANGE.

THE Round Trip from HONGKONG to MACAO, thence to CANTON and back to HONGKONG, will be found interesting and enjoyable.

W. FARMER, Proprietor.

Hongkong, March 10, 1904. 482

CHAS. J. GAUFF & Co., Chronometer, Watch & Clock Makers, Jewellers, Gold & Silversmiths.

NAUTICAL, SCIENTIFIC and METEOROLOGICAL INSTRUMENTS.

VOYAGERS' COMPASSES, BINOCULARS and TELESCOPES.

ROYALTY'S LUNAR and OTHER COSMOS ADJUTANT & TRAY CHARTS.

NAUTICAL BOOKS.

English Silver & Electro-Plated Ware.

Christie & Co.'s Electro-Plated Ware.

GOLD & SILVER JEWELLERY.

D. I. A. M. O. N. D. S.

DIAMOND JEWELLERY.

Splendid Collection of the Latest London PATTERNS. Very moderate prices. 473

TANG YUEN.

BOARDING ESTABLISHMENT. Splendid View of Harbour.

No. 18 MAODONNELL ROAD.

Under European Management.

Apply at the House.

A. FAIRALL & CO., Opposite Hongkong Hotel.

Hongkong, June 14, 1903. 97

HOTEL CRAIGIEBURN.

PLUNKET'S GAP, THE PEAK.

near the Tram Terminus. Telephone 55.

For Terms, apply to the MANAGER.

Hongkong, June 10, 1904. 1127

Business Notices.

GREEN ISLAND CEMENT CO., Portland Cement.

In casks of 375 lbs net, \$4.75 per cask, ex Factory.
In bags of 250 lbs net, \$2.85 per bag, ex Factory.

FACTORIES—HONGKONG AND MACAO.

Glazed Stoneware, Drain Pipes and Fittings, Glazed Paving Bricks and Tiles, Fire Bricks and Fire Clay.

HIRE CLAY WORKS.—DEEP WATER BAY, HONGKONG.

For further particulars, apply to

Shewan, Tomes & Co., GENERAL MANAGERS.

Cutler, Palmer & Co., LONDON

(Wine Shippers to China since 1816).

Have always Stocks of their well-known Brands with
Hongkong, 16th July, 1901. SIEMSEN & CO. 148

CHAMPAGNES

FROM

CHARLES HEIDSIECK

PURVEYOR TO HIS MAJESTY KING EDWARD

SIEMSEN & CO.,

SOLE AGENTS FOR CHINA AND JAPAN.

HONGKONG HOTEL.

REPLETE WITH EVERY LUXURY.

ELECTRIC LIGHT AND FANS.

LARGE AND AIRY RECEPTION ROOMS.

READING AND PRIVATE BILLIARD ROOMS.

EUROPEAN CHEF.

CONNAUGHT HOUSE HOTEL, QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL, SITUATED NEAR THE BANKS AND PRINCIPAL OFFICES.—EXCELLENT CUISINE AND WINES.

Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator.

Hot and Cold Water throughout. Special Rates for Tourists.

Laundry Service for Guests.

For Terms, apply

THE MANAGER.

THE VICTORIA DISPENSARY.

PRICKLY HEAT LOTION.

THE ONLY EFFECTUAL REMEDY FOR ALLAYING THE IRRITATION.

DAKIN'S SINGLE SEIDLITZ.

A MOST AGREEABLE AND EFFECTIVE EFFERVESCENT APERIENT.

CAMPENOL.

UNEQUALLED FOR USE IN THE BATH AS A PREVENTATIVE AGAINST PRICKLY HEAT.

W. BREWER & CO.

NOW READY, PARTS 1 to 4, RUSSO-JAPANESE WAR

at 60 Cents Each.—Subscribers' Names Registered.

POPULAR LEADING BOOKS at \$1.50 Each.—CLOTH.

Frank Fairleigh, by Smiley

Danabury House, by Mrs Henry Wood.

In Strange Company, by Guy Boothby.

The Gladstons, by Wynne Melville.

Mary Barton, by Gaskell.

Toilers by the Sea, by Victor Hugo.

Handy Andy, by Lover.

It is Never too late to Mend, by Beads.

Elbow Room, by Max Adeler.

Autocrat at Breakfast Table, by Holmes.

Jack Hinton, by Charles Lever.

Out of the Hurly Burly, by Max Adeler.

Pickwick, by Charles Dickens.

Harold, by Bulwer Lytton.

Shirley, by Charlotte Brontë.

Alton Locke, by Kingsley.

A Study in Scarlet, by Holmes

Exp. Date

SIX DAYS ADRIAT

Snatched from Death.

On June 11, Captain Lewler of the S. S. *Onion* Shan called on Detective Chief Inspector Perrott at Singapore (says the *Singapore Free Press*) with a native boy about twelve years old, and said that four months ago the

Straits a prau was sighted drifting on the port bow. The *Tai Shan* bore down on the drifting boat and Captain Lawler discovered with the aid of his glasses that there were two persons lying in the bottom of the boat. A boat from the *Tai Shan* was sent to investigate, and it was seen that the occupants were a man and a boy, the former quite dead and the latter in a state

of great exhaustion. The boy was taken on board the *Tai Shan* and soon recovered and was treated of Captain Lawler, but no one else could understand him. He was able to utter only a word he said, or repeated, and when he was tried with Malay, Chinese, and other languages. The *Tai Shan* was bound for China, and during the four months she was trading in Chinese waters, Captain Lawler made numerous attempts to find some one who could understand the speaker, as he seemed a very intelligent lad, but efforts proved futile.

Mr Perrott spoke to the boy in several languages and got interpreters to speak to him, but with others without success. At last the officer noted that the boy had the work "Munduk," and from inquiries of a spectator Perrott found that this was a

name of a tribe living on the coast of the Celebes. After some difficulty a Bugine man who spoke the language of this tribe was procured, and through this man's interpretation the boy told the following story:

"I was before he was picked up by Tui Shan, he and his father, whose name was Sirona, left the island of Celebes to go fishing. While engaged a great storm arose and to escape being swamped by the huge waves they hoisted a tiny piece of sail and fled before the gale. After two days the vessel subsided and the unfortunate occupants of the boat found they were out of sight of land without the faintest idea which direction to steer. They hoisted a tiny sail, however, and trusting to drift eastward, but after three days and nights they were still in sight of

of ships, and had no food or water for four days the crew succumbed, to the frantic grief of his father. After bawling up another day the youngster saved the privations no longer sank unconscious in the bottom of the recovering consciousness later to find itself safe and sound. His brother further added that the name of his wife was Batu Lerok in the Celebes and his mother and uncle were still alive, boy is greatly attached to his rose Captain Lawler, however, and does wish to leave him, and he has been down on the ship's articles as cabin boy.

**A HORRIBLE SAMPLE OF
CHINESE LAW.**

The T'singkiang's correspondent on N.-O. Daily News writes on 9th inst: Your correspondent does not seem to have heard of a sadder case of sumnery on than reveals most clearly the side of Chinese social life.

occurred ten days ago in this neighbourhood. The victim was a bright, attractive girl of 16 years of age, who frequently attended the Chinese school, and was one of the best scholars. She was accompanied by two ladies for Chinese work in this mission. The intended bride of a young man, the family had a small shop for the sale of umbrellas and Chinese cloths, at the corner of the main street on the North Borneo road. The girl had been born here, when quite small, and grown up in it, and was quite a native. She was a very nice family, following the custom common among the poorest Chinese. The mother-in-law was an old virago made life miserable for the girl, and frequently beat her. Ten days before the girl procured a new dress, and the little lot above the shop, and went beyond the reach of a few

The foreign physician was called in at last moment from the hospital near by, it was too late. When it transpired the girl had taken her life on account of her cruel treatment by the mother-in-law and the family of the shop, she made a great disturbance, and the mother-in-law and other inmates of the shop. On the morning after the suicide, the shop was found empty, all the furniture and goods being removed. The only thing was a ghastly corpse. For three days and nights the body was lying in the shop.

people and the girl's friends, the corpse lying meanwhile uncared for. On the third day it was put in a coffin and the troupe was nearly composed, when two medical gentlemen interfered and demanded a large sum of money from the family of the offender. This not being paid, affairs came to a standstill, and there, on one of the main streets of the city, with thousands of idle sightseers swarming around, lay the body of this girl decomposing in the summer heat. The stench was something hor-

ribe, so that the neighbouring shops had to close their doors. On the fifth or sixth day the magistrate of the city was appealed to, but he indignantly refused to touch the case, as there had been such a long delay. He characterised the affair throughout as 'a dirty business.' By this time the wildest rumours were afloat that the girl had been tortured by her mother-in-law had been burnt with oil, and had pieces of steel umbrella ribs stuck in her body. Finally on the eighth day the magistrate came.

inquest on the putrefying body in the open street, which was afterward covered with pools of blood when your correspondent passed by. The body was put back into the coffin, was allowed to stand on the street another day in the galling heat, filling the air for a hundred yards round with a sickening odor and at last was carried away for burial. Then followed the harvest of the yamén runners. The old mother-in-law had disappeared. They must be found. The neighbours were held responsible.

removal of kin, living in the country. The most quiet, law-abiding people, were held responsible, and must pay. Your correspondent happened to be in the country, ten li from the city, attending a Christian's funeral, when he saw the yamen runners pressing and carrying to gaol persons who had no connection whatever with the affair. It was simply a case of blackmail. A queer commentary on the administration of the law in China. The poor abused victims had no protection and is driven to

OVERWORKED MEN FIND *Stearns'*
Wine an excellent tonic. *Renews*
strength and vigor.

THE FIGHTING IN TIBET.

Late News from the Front.

Chumai, June 2.
A convey from Gyantse arrived at Khamsa today and reports the road clear of Tibetans. As a result of the fight at Palla on the 26th from Gyantse it is reported on the 27th that a force of Tibetans was observed retreating towards Shigatse. Our mounted infantry pursued. A skirmish followed in which the Tibetans lost eight killed. Our loss was nil.

On the 30th about midnight the enemy made a half-hearted attack on Palla and other Mission outposts. The attack was easily repulsed, eighteen Tibetans being killed. There was no loss to the Mission force.

It is further reported from Gyantse that the Tibetans are sending away their women, the course usually adopted when the issue of battle is doubtful.

Colonel Young has sent a letter to the Dalai Lama stating the terms upon which we are prepared to treat with a view of avoiding further bloodshed. The Tibetan Commander at Gyantse requested the suspension of hostilities pending a reply from Lhasa, but attempted in the meanwhile to strengthen the fortifications of the Jung, and consequently Colonel Young's demand refused an armistice.

I regret to state that Lieutenant Alston, Royal Fusiliers who only arrived yesterday died this morning of pneumonia contracted on the march from Darjeeling.

SIMLA, June 4.
Two four-pounders belonging to the army were captured at the last affair at Palla near Gyantse and the Chinese General is believed to have been killed.

Two companies of the Royal Scots Fusiliers have been ordered to Lhasa to complete the garrison there. Two companies of the 37th Dogra have been ordered from Nagpur to hand for duty during the absence of the 1st Buffs in Tibet.

PARANAGU, June 5.
Captain J. Cooper of the 1st Buffs, who was captured at the Palla affair, is being well.

CHUMAI, June 6.
The British Force, Chief Governor of Bhutan, with various Bhutan officials and a retinue of two hundred followers, arrived here to-day from Lhasa in order to pay a complimentary visit to General Macdonald. Mr. Walsh, Assistant Commissioner, was received and had an interview with him at Palla on the 6th, and returned to day. The Japanese, the local Governor of Palla, the capital of Bhutan, also accompanied the Chief Governor and visited Mr. Walsh at Lhasa.

CHUMAI, June 7.
I have to report severe fighting this morning at Khamsa Post on the direct line of communications. Twenty-eight miles south of Gyantse at the bifurcation of the road to Gyantse and Lhasa. The post is a small one but is strongly fortified. It is commanded by Captain Pearson, 23rd Pioneers. It was attacked at 5 a.m. by a large force of Tibetans from the east side of the Lhasa road direction. The attack was repulsed with very heavy loss to the enemy, who are being pursued by the British Infantry of which a considerable number are at Khamsa. Our loss was one killed and five dangerously wounded.

SIMLA, June 7.
At 5.10 a.m. on the 7th Khamsa Post, in Tibet, was attacked by a strong force of the enemy. The attack was repulsed, our casualties being native ranks one killed and five severely wounded; the enemy lost 106 bodies round the Post and 60 more killed between the post and the village of Khamsa.

Two sections of the British Mountain Battery and four-pounders have arrived at Chumai.

CHUMAI, June 7.
Colonel Young reached Kalato this evening. On his way here he was present at the Khamsa fight this morning, having arrived last night from Gyantse. The line of communication is now reported clear of the enemy.

GYANTSE, June 7.
Colonel Brander reports: There is heavy and continuous firing and rifle fire by the enemy daily, and now demonstrations round Palla nightly, but the Mission defences are being strengthened by continuous work, including a covered way between the Mission Camp and Palla.

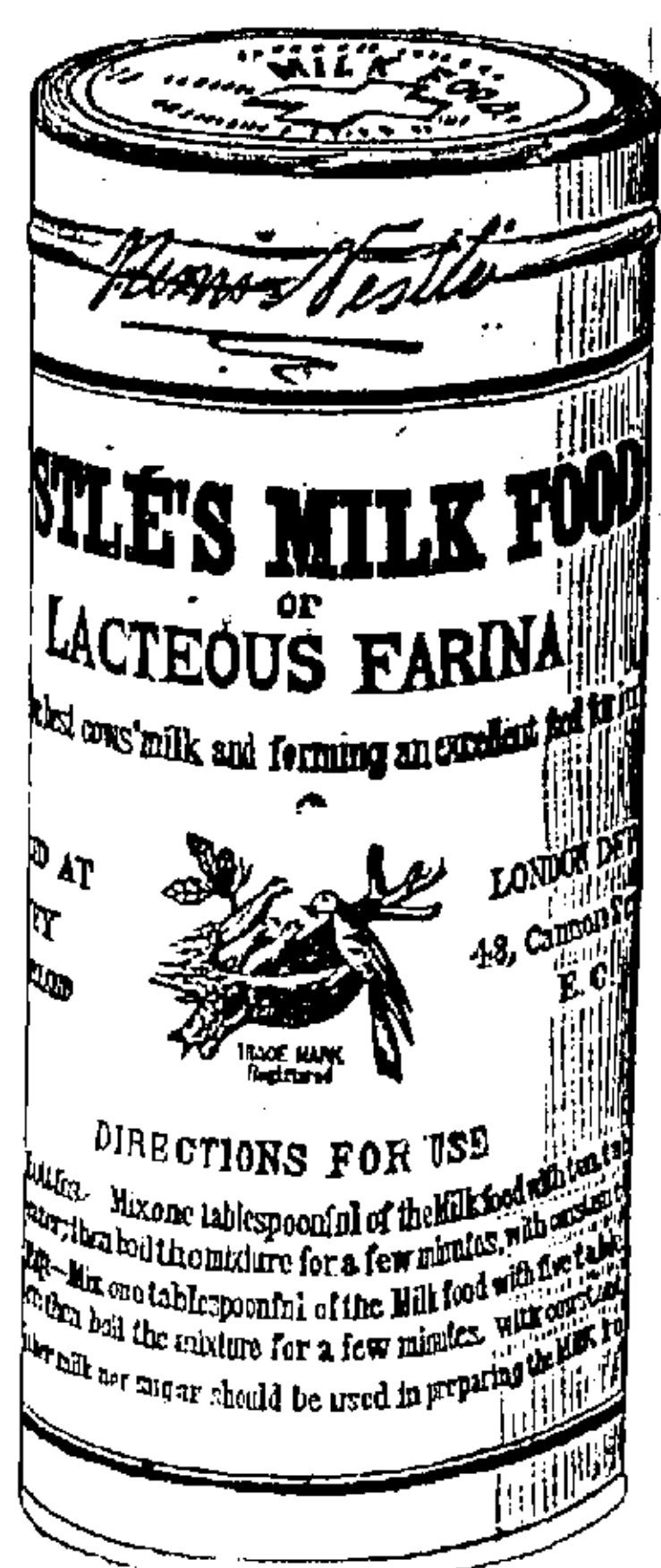
DANGEROUS DISEASE.—Every one knows that cholera morbus is one of the most painful and dangerous diseases known to humanity. The fact that it is so swift and so often fatal in its results makes it more to be feared than almost any other malady. It often terminates in death, before a physician can be summoned or medicine procured. Attacks of cholera morbus come unexpectedly and every family should be prepared. Chamberlain's Colic, Cholera and Diarrhoea Remedy is a reliable and effective medicine, and if given in time will prevent serious consequences. This remedy never fails and is pleasant to take. Every household should have a bottle at hand. Get it to day. It may save a life. For Sale by All Dealers; WATKINS & Co., Ltd., General Agents.

RIGAUD'S KANANGA WATER
OF JAPAN
(REGISTERED)
The most delightful refreshing Tonic Water. It renders the skin firm, relieves rheumatism, and imparts a delicate fragrance.

RIGAUD'S CHOICEST NEW EXTRACTS
RECOMMENDED
KANANGA
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ROSE
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IRIS BLANC
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YLANG YLANG
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WHITE VIOLETS
WHITE HELIOTROPE
LILY OF THE VALLEY
RIGAUD & Co., PARFUMERS - PARIS

For Sale by A. R. Watson & Co., Chemists.

NESTLE'S FOOD



Used in the Imperial and Royal Navies.

Especially prepared for Infants and Invalids in the Far East.

Prescribed by the Medical Faculty throughout the World, and to be obtained from all respectable Chemists and Grocers.

Send upon having NESTLE'S. Refuse any other.

March 2, 1904.

JALINE

FOR THE DISINFECTING OF DRAINS, WATER CLOSETS, LAVATORIES, FLOORS, WALLS, GUTTERS, Etc.

It is the most Recommendable and Cheapest

DISINFECTING FLUID

FOR GENERAL HOUSEHOLD USE.

A LOTION OF 2 PER CENT. IS SUFFICIENT.

Recommended by Sanitary Authorities.

Available in One Gallon Tins or in Casks of about 40 Gallons.

PRICE ON APPLICATION.

LUTGENS EINSTAMM & CO.,

SOLE AGENTS.

14, DE VEEUX ROAD, HONGKONG.

Hongkong, April 9, 1904.

M. MUMEYA,

JAPANESE ARTIST AND PHOTOGRAPHER

ENLARGEMENTS ON BROMIDE PAPER

AND FINISHED IN GRAY

ALL KINDS OF WORK DONE FOR AMATEURS.

80, QUEEN'S ROAD CENTRAL.

Hongkong, April 13, 1904.

LEA & PERRINS' SAUCE.

Purchasers are requested to see that every bottle bears, upon its RED LABEL, the signature in WHITE of Lea & Perrins. None is the original and genuine Worcestershire without this. Persons infringing this label will be prosecuted.

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The Universal Remedy for Acidity of the Stomach, Headache, Heartburn, Indigestion, Sour Eructations, Bilious Affections, and the like.

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Safest and most gentle Medicine for Infants, Children, Delicate Females, and the like.

MAGNESIA

W. Stuart Harrison,

Manager.

Hongkong, April 13, 1904.

W. Stuart Harrison,

Manager.

Hongkong, April 13, 1904.

W. Stuart Harrison,

Manager.

Hongkong, April 13, 1904.

CARMICHAEL AND CLARKE.

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TELEPHONE, 232.

Hongkong, March 14, 1903.

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Alacrity	despatch-russel	1700	—	3000	Comdr. Richard M. Harbord	Shanghai
Albion	battleship, 1st class	12,950	16	13,500	Captain Sydney R. Fremantle	Shanghai
Algerine	aloop	1050	8	1400	Comdander R. Nugent	Yangtze
Amphitrite	cruiser, 1st class	11,000	16	18,000	Capt. Charles Windham, C.V.O.	Nanking
Andromeda	cruiser, 1st class	11,000	16	18,000	Capt. R. N. Omsenney	Weihaiwa
Bramble	gunboat, 1st class	710	6	1800	Lieut.-Com. O. M. Makins	Yangtze
Britannia	gunboat, 1st class	710	6	1800	Lieut.-Comdr. T. D. Pratt	Yangtze
Centurion	battleship, 1st class	10,700	14	13,000	Captain Fegan	Shanghai
Cressy	cruiser, 1st class	13,000	14	21,000	Captain Henry M. Tudor	Shanghai
Cherub	water tank and tug	390	—	300	—	Hongkong
Edipore	cruiser, 2nd class	5600	11	9500	Captain Robert H. S. Stokes	Wooan
Esperanza	aloop	1070	10	1400	Comdr. Ernest Barton	Chinwan
Fame	torpedo boat destroyer	360	—	5700	—	Shanghai
Fearless	cruiser, 3rd class	1550	12	3500	Comdr. P. V. Lewis, D.S.O.	Changhai
*Glorious	battleship, 1st class	12,950	16	13,500	Captain Hon. Walter G. Stopford	Nanking
Handy	torpedo boat destroyer	275	6	4000	Reserve	Hongkong
Hart	torpedo boat destroyer	275	6	4000	—	Hongkong
Humber	storeship	1640	—	800	Lieut.-Comdr. F. M. Riadore	Shanghai
Iphigenia	cruiser, 3rd class	3600	17	9000	Captain W. B. Faulkner	Hongkong
Janus	torpedo boat destroyer	280	6	5900	Lieut.-Comdr. A. Gregory	Shanghai
Kinsha	river gunboat	—	4	—	Lt.-Comdr. C. P. Metcalfe	Yangtze
Leviathan	cruiser, 1st class	14,100	18	31,600	Captain Francis G. Kirby	Wooan
Moorehead	river gunboat	180	2	800	Lt.-Comdr. F. B. Noble	West River
Ocean	battleship, 1st class	12,950	16	13,600	Captain T. G. Grant	Hongkong
Oxer	torpedo boat destroyer	350	6	6300	Reserve	Hongkong
Phoenix	aloop	1015	6	1400	Comandeur John Nicholas	Shanghai
Ramblor	Surveying-vessel	835	6	650	Comdr. C. E. Moore	Amoy
Rambler	aloop	980	10	1400	Comd. D. St. A. Wake	Straits Division
Robin	river gunboat	85	2	340	Lt.-Com. R. E. Vaughan	Canton
Rosario	aloop	980	6	1400	Comdr. T. Jackson	Shanghai
Sandpiper	river gunboat	85	2	340	Lt. Com. H. T. Atty	West River
Snake	cruiser, 2nd class	3600	8	9000	Capt. O. H. H. Moore	Singapore
Sirius	river gunboat	85	2	340	Lt.-Comdr. Davidson	Shanghai
Snipe	river gunboat	355	6	6500	—	Shanghai
Sparrowhawk	torpedo boat destroyer	260	6	6500	Fleet Reserve	Hongkong
Taku	receiving ship	4800	6	—	Commodore Dicken	Hongkong
Tamar	river gunboat	180	2	800	Lt.-Comdr. C. V. Dugmore	Shanghai
Teal	cruiser, 2nd class	3400	8	9000	Capt. J. A. C. Wilkinson	Shanghai
Thetis	oast defence gun boat	363	3	900	Lieut.-Comdr. R. H. Keate	Shanghai
Tweed	battleship, 1st class	12,950	16	13,500	Capt. Leslie Stuart	Wooan
Vengeance	aloop	355	6	1400	Comdr. S. St. John Parquhar,	Straits Division
Vestal	torpedo boat destroyer	360	—	6300	Reserve	Hongkong
Virago	surveying ship	620	—	450	Comdr. Ernest C. Hardy	Weihaiwei
Waterwitch	torpedo boat destroyer	360	6	5900	In Reserve	Shanghai
Whiting	river gunboat	150	2	500	Lieut.-Com. C. W. Wrightson	Upper Yangtze
Woodcock	river gunboat	150	2	500	Lieut.-Com. Wason	Upper Yangtze
Woodcock	river gunboat	150	2	500	—	Upper Yangtze

ESTABLISHED 1859.
A. & C. CO., 4TH EDITION.

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QUEEN'S ROAD,
HONGKONG.

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DRAWING-ROOM,
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COUNTERPANES.

COOKING RANGES,
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REQUISITES.

**SPECIAL
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MADE UP

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\$12.00

Estimates given Free on
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**CLEAN & COOL
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**ELEGANT
FITTING,
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CLOAK ROOMS.

M. POWELL, Ltd.,
ALEXANDRA
BUILDINGS,
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THREE PLACED WHISKIES:

1st—KING EDWARD VII.
VERY OLD LIQUEUR -
Gold Label\$22.00

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LIQUEUR
White Label... ..\$16.50

A Good 3rd—

'CLUB' \$15.00

A Whisky that is perfect with 'TAN-
SAN' Water.

SOLE AGENTS:

H. PRICE & CO.,
12, Queen's Road Central.

MEMOS. FOR TO-MORROW.

Auction. For To-morrow.

2.30 p.m.—Auction of Household Furni-
ture, &c., at No. 17, Old Bailey Street.

Miscellaneous.

Goods per *Pavia* undelivered after this
date subject to rent.

Goods per *Namung* undelivered after 4
p.m. on this date landed.

General Memoranda.

FRIDAY, June 24:—
Goods per *Yarn* undelivered after this
date at Noon will be subject to rent
and landing charges.

SATURDAY, June 25:—
2.30 p.m.—Auction of Valuable House-
hold Furniture, at No. 3, Chancery
Lane.

SUNDAY, June 26:—
Goods per *Delightshire* undelivered after
this date subject to rent.

MONDAY, June 27:—
2.45 p.m.—Auction of Household Fur-
niture, at "Cheltondale," Mount Gough,
the Peak.

Goods per *Mangon* not cleared at 4 p.m.
on this date subject to rent.

TUESDAY, June 28:—
Goods per *Nubis* undelivered after this
date subject to rent.

WEDNESDAY, June 29:—
Goods per *Ross* undelivered after this
date subject to rent.

Goods per *C. Peril* *Loose* undelivered
after this date subject to rent.



A. S. WATSON & CO.,
LIMITED.

THE LEADING MANUFACTURERS

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IN THE FAR EAST.

ERATED WATERS of our manufac-
ture, made under constant European
expert supervision, are sold throughout
the Far East and are invariably pre-
ferred on account of their excellence.

THE MACHINERY in use embodies
every improvement up to date.

ABSOLUTE PURITY is guaranteed.
THE BEST MATERIALS only are
used.

THE PRICES ARE only half those
charged in England.

WATERS MANUFACTURED BY
US are acknowledged by the leading
English makers to be equal to those of
their own production.

A. S. WATSON & Co., Limited.

THE HONGKONG DISPENSARY.

Established A.D. 1841.

The publication of this issue commenced
at 5.20 p.m.

The China Mail.

HONGKONG, WEDNESDAY, JUNE 22, 1904.

A NEW ROUTE TO CHINA.

When the Trans-Siberian railway was first laid down it was anticipated that the natural outcome of its success would be a crop of schemes for rival routes. Contrary to expectations there was not a rush. People did not walk about the streets with maps of railways from the West to the East sticking out of their pockets, waiting for an opportunity to flourish them. Only one idea was talked about, in fact, and that was that of connecting Calais and Canton—and even, it was never regarded seriously. Now, however, that the war hodes ill for the safety of the Trans-Siberian route for many years, encouragement has been given to those having in their hearts a desire to lay a line which will place the pioneer railway out of the market, and already one workable scheme has been outlined. The author of it is Dr. Conval Spatzier, of Vienna, and he contends that by his route Vienna will be placed within eight days of Peking and Shanghai, instead of eighteen days as heretofore by the Siberian railway. In addition to a saving of time, there will be a proportionate reduction in cost, but these are not the only advantages which the new route will offer. It will practically be free from the stoppages by cold which the Russian line is subjected to. In winter the voyage from Dalny to Shanghai is not always to be counted upon, as the harbour of Dalny, in severe seasons, may be ice-bound: a transit of two and a half days. Besides, the journey of 11,150 kilometres between Central Europe and Shanghai, passing through the immense solitudes of Siberia, is one of the most depressing monotony. To this Russian railway, through Russian territory, and designed for Russian ends, Dr. Spatzier desires to oppose a second line uniting Europe and the mouth of the Yangtze, and opening up Central Asia to the commerce of Europe. If the Trans-Siberian possesses considerable advantages over the sea-route, the new railway, shorter and without any break, a true Trans-Continental, might, from the date of its opening, count upon considerable traffic by the rapidity of its transport, both of passengers and goods.

The route of this new railway, starting at Constantinople, crosses the Bosphorus to Haidar Pasha by the proposed Abdul Hamid Bridge or by ferry-boats, utilises the Anatolian system, actual and projected, to Erzerum, passes from the basin of the Euphrates into that of the Aras, follows this valley to the plains of the Kara, passes along the southern shore of the Caspian Sea, ascends the valley of the Atrak, then beyond Kuchan, passes into the valley of the Keshaf Rud, crosses the Hari Rud on a bridge, follows the upper course of the Amu Darya, passing through Faizabad and the valley of the Kokcha, till it enters the Pamirs. Here the difficulties become serious, but not insuperable. The line passes through Tashkashim, ascends the valley of the Panji till it passes from Afghan territory to Chinese territory on the Taghdumbash Pamir. There the line would descend to the plain of Eastern Turkistan and this would form a difficult section to construct, but not a problem impossible to solve. From that point the line passes through the Cheren valley and skirts the tableland of Tibet, passing through Tsaidam and then south of the Kuku-nor reaches the basin of the Hwang-ho. After following the valley of the Hwang-ho it passes above Kung-chang into the valley of the Wei-ho, through Si-an-fu, and arrives at the great bend of the Hwang-ho at Tung-kwan, and follows along the right bank to Yang-tse. From that point one branch leads to Peking, while the other quite the valley of the Hwang-ho and proceeds to the Yang-tse, which it reaches twenty kilometres below Nan-king, and thence across the river and onward by rail to Shanghai, or down the river to Wu-sung, the outport of Shanghai.

Among the advantages enumerated, Dr. Spatzier claims that at its terminal points are the great commercial centres of Constantinople and Shanghai, each with a network of communications. From the Golden Horn the line would open up the northern parts of Asia Minor and establish relations with the Black Sea by a branch to Sinope. Tre-

bizond and Batum connection with the Baghdad railway would open up relations after necessitating a branch line with Mesopotamia, the Persian Gulf, Syria, and Arabia, and by other routes the Black Sea and its vast commercial ramifications, the whole Russian system, and Baku, the Caspian, and the commerce of the Volga might all be ultimately connected with this Trans-Continental railway. In China a branch would join the route to the Canton-Hankai, and Peking system. Thus the commercial towns on the Pacific would enter into railway connection with the inland towns of the empire. All the old world in fact could be tapped by the line and its branches, and that is what the Siberian line could never do. As the proposal is not out of the range of practical politics there is much in it worthy of consideration. The chief point is the keeping of the line out of Russian territory, and that cannot be avoided in passing from Persia into Afghanistan unless it leaves Persia after passing through Mashhad, and directly enters Afghanistan. With regard to Central Asia, too, it has long been known that Russia designs to connect the Central Asia system both with Russia and Siberia, and then proposes to construct a line from Andizhan to Lanchau, on the Hwangho, passing through Osh, Kashghar, Akse, Karashahr, Turfan, Hami, and Suchau. Should she do this then the new line would have a serious rival, but the chances are that the war will leave Russia in such an impetuous state that she will not be able for very many years to enter into any more great railway schemes or, in fact, schemes of any kind.

LOCAL AND GENERAL.

The German Mail.

We are asked to state that the departure of the German Mail steamer *Zieten* has been postponed until Friday, the 24th inst., at noon.

The Stanley Opera Company.

The Fanny Stanley Opera Company did not give a performance last night, and the performance advertised for to-night has been cancelled.

Sir Henry Blake as a Vocalist.

Writing of a dinner party at Queen's Cottage, Nuwara Eliya, the Nuwara Eliya correspondent of a Colombo exchange says:—After dinner music was indulged in, when Sir Henry—who used to sing a good deal in former years—sang, to the great appreciation of those present. Lord Henslow, who, as is known, is a talented pianist, charmed all present with several pieces of pianoforte music.

From Europe to America for £2.

Owing to the Dunard Steamship Company having entered into an agreement with the Hungarian Government to take emigrants to America at special rates, Herr Ballin, the head of the German Shipping Combine, announces that the Hamburg-American and other Continental lines have fixed their third-class passenger rate from London and Liverpool to New York at £2.

A Remarkable Draw.

A series of billiards games between teams representing the Tanjong Pagar and Warden's Recreation Clubs was concluded at Singapore on June 18. There were fourteen men in each team and each man played two games of 230 up. The games were spread over two months and when concluded it was found that both sides had won fourteen games and had scored 6,144 points each.

Home Cricket Results.

Kent has beaten Worcestershire by 204 runs.

The South Africans have beaten Cambridge by 70 runs.

Worcestershire has beaten Essex by an innings and 110 runs.

Lancashire has beaten Somerset by ten wickets.

Sussex has beaten Derbyshire by an innings and 65 runs.

Yorkshire has beaten Surrey by 297 runs.

Leicestershire has beaten London County by nine wickets.

Notts has beaten Gloucestershire by eight wickets.

Leicestershire has beaten Essex by six wickets.

Gloucestershire has beaten Yorkshire by 77 runs.

Somerset has beaten Gloucestershire by 105 runs.

Notts has beaten Sussex by 220 runs.

Worcestershire has beaten the South Africans by 137 runs.

Warwickshire has beaten Cambridge University by five wickets.

LOCAL AND GENERAL.

Notes by the Way.

The English Mail of the 21st May was delivered in London on the 20th June.

We would call attention to the advertisement which appears in another column, announcing the issue of 30,000 new shares in the firm of A. S. Watson and Co., Ltd., the Hongkong Dispensary.

During the hearing of a case at the Supreme Court to-day one of the Indian constables on duty collapsed at his post. He was carried out of Court but quickly revived. The cause of his collapse is said to be the heat, in conjunction with standing so long in the one position.

Alice Memorial Hospital.

The Hon. Treasurer of the Alice Memorial and Netherdale Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:—
Colonial Government\$300
W. H. Wickham10
Mutual Stores10

A Missing Juror.

When the names of the jury were called for the last case at the Criminal Sessions to-day, Mr H. A. Burke was found to be absent. His Lordship directed the Registrar to communicate with Mr Burke and cause him to file an affidavit explaining his absence.

Quarantine Regulations Against Hong Kong.

Messrs Lamke and Rogge have received a telegram from Messrs W. G. Hale and Co., Saigon, advising that quarantine regulations against Hongkong, Swatow and Amoy, lately in force at Saigon, have been reduced to 48 hours' observation, provided no cargo or passengers are on board.

A Case Dismissed.

At the Magistracy this morning evidence was taken in the case in which Li Fuk, a sub-contractor for some work at the Happy Valley cemetery, was charged with having offered a bribe of \$3 to a Chinese foreman employed by the Public Works Department. There was no evidence to corroborate the allegation made against the accused, and he was accordingly discharged. Mr H. H. J. Gompertz ordered the \$3 to be forfeited to the poor box.

The 'Hollao' Wreck Sold.

At Messrs Hughes Hough's auction rooms today the steam launch *Firefly* was offered for sale. There was a meagre attendance of bidders and as the best offer made did not come up to the reserve set on her she was withdrawn from sale. Later in the day the wreck of the French steamer *Zeibao*, as she now lies stranded in South Channel in Hainan Straits, near Hainan Head, was submitted and realised \$9,900.

Naval Movements.

The third class cruiser *Iphigenia* sailed today for Woonung.

The *Edipe* is due in Hongkong about the end of the month on her return to England.

H.M.S. *Vesta* is due at Hongkong in a few days from Shanghai.

H.M.S. *Albion*, *Amphitrite*, *Centurion*, *Cressy*, *Glory*, *Leviathan*, and *Vengeance* are now cruising off the mouth of the Yangtze and will leave for Weihaiwei about the end of the month.

Waterloo!

At Sobhy's recently an extremely interesting letter written by the Duke of Wellington to his private secretary, Sir Charles Elliot, and dated Brussels, June 18th, 1815, was put up for sale. It extends to two and a half pages octavo, and was written at 4 o'clock in the morning after the battle of Waterloo. In the course of it Wellington says:—"What do you think of the total defeat of Buonaparte by the British Army? Never was there in the annals of the world so desperate or so hard fought an action or such defeat. It was really the Battle of the Giants. My heart is broken by the terrible loss I have sustained of my old friends and companions and my poor soldiers, &c. The letter realised \$101.

A Stanley Reminiscence.

There was a great marriage at Westminster. Stanley, who came back from Africa an invalid, had been made a wreck by a round of those deadly festivities under which London smothered and kills her favourites, and he had to drag himself from a bed of illness to be present. There was a pathetic little incident—not the less pathetic because two of the figures have now passed beyond these voices. Stanley was too weak to walk by the side of his tall handsome, beaming bride, and Sir John Millais rushed to her side. Millais might well take a prominent part in the marriage of Dorothy Tennant. He had been her friend from childhood, and it was her lovely form and face that had inspired some of his historic pictures.

Learn Shorthand at Home

BY Correspondence. 10 weekly lessons will make you perfect.
OBTAIN HIGHER SALARY.
Shorthand is nowadays indispensable to everybody. Useful spare time. Very moderate fee. We procure positions. Write for free booklet.

General Correspondence Column.
SIB. Temple Chambers
Temple Avenue, London, E.C.

BY TELEGRAPH.

[CHINA MAIL'S TELETYPE SERVICE.]
SUPPLIED BY REUTER, VIA ROMNEY.
[Received on June 21, at 6.15 p.m.]

THE RUSSO-JAPANESE WAR.

THE VLADIVOSTOCK SQUADRON.

Returned to Port in Safety.

LONDON, June 21.

Admiral Skrydloff, commanding the Vladivostock Squadron, which sank the *Hitachi Maru*, and attacked the *Sado Maru* and *Idzumi Maru*, telegraphed to the Czar that the squadron had returned safely to Vladivostock.

From the time of leaving the harbour up to their return the squadron sustained no damage, and no lives were lost.

[A telegram from Reuter states that Admiral Boshorsoff was in command of the squadron, Admiral Skrydloff having remained in port.—Ed., C.M.]

[JAPANESE OFFICIAL DESPATCH.]

IN SEARCH OF THE RUSSIAN FLEET.

HOW THE JAPANESE MISSED IT.

Russians Favoured by Rain and Fog.

SHANGHAI, 21st June, 5.25 p.m.

In his report Vice Admiral Kamimura stated that, at 8 a.m. on the 15th inst., we were informed by a picket boat, at Taishima Island, that the enemy's fleet had been seen in the neighbourhood of Ok Island.

Our main fleet steamed at full speed in that direction and passed the southern part of Taishima Island. In the course of the advance we, being joined by a destroyer flotilla, steamed to the north of Ok Island with a view to opposing the enemy's squadron.

In the meantime, the *Taishima* was keeping the enemy in sight whose movements she endeavoured to report, but owing to heavy rain she lost touch with them. Whereupon one fleet steamed at full speed to the south of Ok Island, but was unable to find the enemy. By this time we surmised that they, under cover of a fog, had retired to the north, so we accordingly changed our course to that direction. We were met, however, by heavy rains which obscured the view and all hope of sighting the enemy's fleet disappeared. Therefore, we took a course in the direction we supposed the enemy would most likely retire.

On the 16th, at dawn, we arrived at a pre-arranged spot. The weather was now clear and the sight was extensive, but unfortunately we were unable to perceive the enemy. We cruised about often changing our course searching for the enemy but without success.

On the 17th inst., as it was probable that the Russian warships were still cruising along the northern coast of Japan, our vessels took an extended order and searched to the southwards but we failed to discover them.

Our fleet returned on the 19th inst.

[JAPANESE OFFICIAL DESPATCH.]

ANOTHER JAPANESE SUCCESS.

SKIRMISHES NEAR SICHIAUREI.

Russians Defeated.

SHANGHAI, 21 June, 5.15 p.m.

The report concerning the Army disembarked at Taikozan states that, during the night of the 18th inst., our scouts came in contact with the enemy about 24 miles south of Sichiaurei and Shuguan.

There were several skirmishes in different directions, and we captured one officer and two men and killed more than fifty of the enemy.

We seized a good deal of booty consisting of many rifles and lances. Our casualties are one man killed and five rank and file wounded.

[REUTER'S SERVICE.]

THE VLADIVOSTOCK SQUADRON.

LONDON, June 20.

Reuter's correspondent in St. Petersburg wires that Admiral Boshorsoff commanded the squadron which recently sunk the Japanese transports. Admiral Skrydloff remained in Vladivostock.

H.M.S. 'BAT' AND 'STAG'

H. M. Ship *Bat* and *Stag* which recently collided during manoeuvres in the Mediterranean have arrived at Malta; both are damaged.

THE LOSS OF THE 'AUSTRALIA.'
The *Australia* was in charge of the pilot and struck when going full speed. The impact was tremendous and the water immediately extinguished the fire. No panic occurred.

ADMIRAL FISHER.

Admiral Sir John Fisher has been appointed Senior Naval Lord of the Admiralty.

[Admiral Sir John Arbuthnot Fisher, G.C.B., was born in 1841, his father being Captain William Fisher, 7th Highlanders. In 1860 he married Francis, the daughter of the Reverend T. Delves Buxton. He entered the Royal Navy in 1864, and was promoted to Lieutenant in 1880. He served in the Crimean War 1855; China War 1860-61; took part in the capture of Canton and Peking forts and obtained the Baurfort Testimonial. He was in the Egyptian War in 1882, and during the same year he took command of the *Infatigable* at Alexandria. He was appointed Director of Naval Ordnance in 1886 and held the position until 1891. He was created a Rear Admiral in 1890. He filled the position of Admiral Superintendent at Portsmouth Dockyard in '91 and became Lord of the Admiralty from '92 to '97 and became Commander-in-Chief of the North American and West Indies Station in the same year, relinquishing the position two years later. He was one of the Delegates to the Peace Conference at the Hague in 1899, and took part in the Congress of the Mediterranean Sea in the same year, holding it till 1902, when he was knighted. From 1902 to 1903 he was Second Naval Lord of the Admiralty, and from 1903 he has been Commander-in-Chief at Portsmouth.—Ed., C.M.]

CHINESE IN SOUTH AFRICA.

There were forty cases of Beriberi amongst the Coolies, at Tweeddale at Durban.

ARREST FOR PERJURY.

Mr Slavier, the ex-owner of *Sepler*, has been arrested for perjury in connection with his bankruptcy in 1902.

THE MISSION TO THIBET.

The Mission proceeds to Lhasa on the 27th inst.

EAST AFRICA PROTECTORATE.

Sir Donald Stewart has been appointed Commissioner and Commander in Chief of the British East Africa protectorate.

[Capt. Sir Donald Stewart, K.C.M.G., was born in 1860, and was educated at Orlong and Marlborough. He joined the Gordon Highlanders in 1879 and went through the Afghan War, 1879-80. In this war he was severely wounded, and he received the medal and clasp, and star. He next saw active service in the Transvaal in 1881, and went to India, where he acted as A. D. C. to the Commander-in-Chief for two years. He also served in the Sudan War of 1898, and gained a medal and clasp and the Khedive's Star. In 1898 he served as political officer with the Asahi's expedition, receiving a star, and in 1897 he served on the Gold Coast, and was British Resident at Kumasi.—Ed., C.M.]

FIRE AT BONHAM STRAND.

Considerable Damage Done.

About ten o'clock this morning a fire broke out at Nos. 39a and 41, Bonham Strand, and resulted in both houses being completely gutted. The fire Brigade received the alarm a minute or so after the outbreak was noticed, and being stationed within a few hundred yards of the locality, was soon on the scene. All available hands were called out, together with engines Nos. 4 and 5, and several hose carts, and ladders. Two hydrants were at once run out in Bonham Strand and a line was laid to the rear of the buildings, and there being a good pressure of water these were soon playing on the burning buildings. Owing to the inflammable nature of the material with which they were stocked, however, the water made very little impression and the flames rapidly spread from one floor to the other. By this time the two steamers were operating four lines of hose from the Harbour, and these, being carried up to the second floor by means of the fire escapes, were directed into the centre of the buildings.

In spite of the increased supply of water the flames continued to rage, and the fire was soon apparent that the house that could be done would be to confine the fire to the

THE S.S. 'GLENLOCHY'.

Breaks her Propeller Shaft.
Messrs McGregor Bros. and Goss have received the following telegram:—S.S. Glenlochy has put back to Aden with propeller shaft broken, and will probably be detained two months repairing the damage.

[The Glenlochy is a steel screw steamer of 4064 tons gross, 2997 tons net register. She was built in Glasgow, by the London and Glasgow Company, in 1896, and is owned by Messrs McGregor, Goss and Company. She is rated 100 A.1. at Lloyd's, and is 400 feet long, 49.2 feet in breadth and 29.0 feet in depth.—Ed. C.M.]

CANTON NEWS.

(From Our Own Correspondent.)
NAVAL MOVEMENTS.

CANTON, June 21.
The U. S. Cruiser Helena arrived here last Thursday and is likely to make a long stay. On Friday morning H.M.S. Robin arrived, but left again at 6 p.m. It is understood that she has been granted a roving commission to put a stop to piracy, which has been so prevalent of late.

The French Admiral arrived in the *Paul Beau* on Monday, and during the afternoon the *Decade*, accompanied by the torpedo destroyers *Mouquet* and *Jacquin* came up the river. The *Vigilant* and *Arms* are still in port.

The Admiral's band gave the residents of the Shamian a treat after dinner by playing various selections in the French Gardens.

The German gun-boat *Teufelau* also arrived on Monday from Hongkong.

THE ELECTRIC LIGHTING.
The Electric Lighting Company have commenced operations for lighting the Shamian.

THE WEATHER.
We have had an over abundance of rain during the last few days. This morning at 4 a.m. a very heavy thunderstorm passed over the City, accompanied by heavy rain.

CORRESPONDENCE.

WHY THE GARDENS WERE NOT PATRONISED.

To the Editor of the 'CHINA MAIL'.
Sir, In your well-merited remarks on the report dealing with the partial closing of the Public Gardens you omit to notice two important points on which the report is silent.

1.—No mention was made in the notice that Chinese were to be excluded on those days.
2.—Every person who wished to enter had to climb up to the Albany gate to enter, and having presented his card and wandered about in his heart's content, possibly as far as the lower gate, then found that he had to climb up to the Albany once more in order to get out.

This regulation effectually prevented all those who were in the habit of walking down to their offices through the gardens, from doing so, among them—Yours, etc.,
ARTHUR H. OUGH.

Hongkong, June 21.

USELESS MARINE LIGHTS.

Hongkong, 19th June, 1904.

To the Editor of the 'CHINA MAIL'.
Sir,—I trust that the new Light (7) on Mah-Wan Island, Kap-Sing-Man Pass, is the unavoidable result of a scheme started by the late Harbour-Master, and not an idea emanating from the present Officials.

The policy of placing 'one mile (1) globe lamps' as marks for the purpose of Navigation is so absurd, that it is not for the most part, a subject which could join in the humour of the situation.

There are three of these Marine Jokes in existence in the harbour of Hongkong: One at the Eastern entrance of the Lyceum Pass, one on the stone tower marking the one and a half fathoms patch to the west of the Lyceum Pass, and this double-battered one on Mah-Wan. All these are places where junks congregate, and drift about, most of them exhibiting lights of treble the range of the beacons.

I presume the reason for placing these lights is that they shall act as marks on dirty nights for vessels using these channels. On fine nights marks are not necessary as the land can be seen. It has been overlooked, however, that the weather that will obscure the land at these places, will also obscure any amount of 'one mile globe lamps.' This is a thing that you would have thought any sailor would have understood, hence my opening remarks that I trusted it was not the idea of the present Harbour Officials.

The approach to the Kap-Sing-Man Pass from the West is like entering a long valley, on either side of which are high overhanging and converging hills, to which no outlet can be seen; only on arriving close up to the entrance of the Pass can any exit be observed, and that very narrow, close to two dangerous points about which swirl a turbulent show-chow water. In the clearest weather it is like entering a dark tunnel, and the land is close on board before it can be picked up. In dirty weather you have to rely on your knowledge of the lay of the channel, and quickness in handling your vessel. And very often you have to search for the light, and the light is a small, dim, and of a clearly distinguishable character. The present idea of two one-mile globe lamps, is a waste of money, and a result to anybody using the channel.

One would not feel so bitter on these matters as the improvements for the navigation of Hongkong Harbour have been systematically ignored for the last twenty years—if it were not that these jokes are seriously quoted, and taken into consideration in the event of any request for aid to navigation, or Harbour improvements.

Trusting that I have not taken up too much of your valuable space, Yours, etc.,
JUNK.

ZIMMEL TOOTH POWDER. A perfect antiseptic dentifrice, cleanses and preserves the teeth.

WRECK OF THE 'HOANGHO'.

PARTICULARS FROM AMOY.

Great Loss of Life.

(From Our Own Correspondent.)

Amoy, June 18.

Amoy was startled and shocked a few days ago to hear of the loss of the steamer *Hoangho*, which Butterfield and Swire's put on the steam launch run to Chin Chew and other northern ports.

For some weeks she has been running at night to save time, a system which has been good for trade, but has necessitated her running high risks, as proved by the sequel.

Last Wednesday July 15, the weather was very bad, a low glass, a strong South wind with heavy rain squalls, but the steamer left port as usual at six o'clock with a full cargo and a large number of Chinese passengers. Some time after midnight she struck a rock and is said to have foundered in twenty minutes.

The Captain and Second officer did their best under the distressing circumstances to lower the boats, but the Chinese behaved badly as is so often the case, and hence few were saved.

There were plenty of boats near the scene of the wreck, but it appears they thought more of plunder than of saving life.

The First Engineer, missing and is believed to have been drowned, but the Captain and Second Officer, after being in the water six hours, made their way eventually to Chin Chew, where they were joyfully rescued by Dr. Paton. They have now arrived at Amoy.

Only about 50 Chinese seem to have been saved out of the 400 on board. Many of the passengers were wealthy Chinese returning from the Straits and Rangoon, with their savings of years; it seems very hard to lose their hard-earned savings so near their homes.

Messrs Butterfield's Hong on the Amoy Band was besieged with enquiring natives, seeking information concerning those who had sailed in the fated steamer, on Thursday afternoon and since then.

The whole occurrence is extremely sad and unfortunate, as the steamer was doing very well, and meeting with increased custom, both in the matter of cargo and passengers. It is to be feared that it will incite the Chinese to stick to their smaller launches, even if the Company should replace the steamer with another one of similar size.

The S.S. *Wenchow* which went out in search has not yet returned, though the Captain and Second Officer are here.

The Chief Officer was not on board, being compelled to lie up in Amoy hospital this trip.

SUPREME COURT.

IN CRIMINAL JURISDICTION.
(Before His Lordship, Sir W. M. Goadman, Chief Justice.)
Wednesday, June 22.

THE OPIUM FARMER'S CASE.

The case in which Cheung Man was charged with causing a false description to be applied to certain goods, to wit, opium dross, and with being in possession of goods, was resumed to-day.

The accused gave evidence on his own behalf. He was a dross opium farmer, and had two divisions—the Man Koo and the Cheung Kee. He had carried on the business for twenty years, and had never had a charge made against him. All the opium he used he obtained from the Opium Farmer, and as it was received it was entered into a book. The Excise Officer called to check the book, and chopped it if it was correct. On May 19 the Excise Officer called and on May 20 witness was arrested. If he bought 100 from the Farmer he entered it in the book and if he sold a portion and the remainder would be chopped by the Excise Officer. Lion Tung Sing was a substitute opium farmer in place of another. He had only been in his employment for one or two months.

Accused was found not guilty, by a majority of five to two, on the first count and guilty on the second count.

The Chief Justice sentenced accused to one week's imprisonment with hard labour and a fine of \$200.

APPEALING A FALSE DESCRIPTION TO GOVERN.

Pung Man, Lung Ying and Fung Cheuk were indicted on a charge of applying a false trade description to goods.

The Attorney General prosecuted and accused pleaded not guilty. The following jurors were sworn—Messrs O. W. Terry, C. H. Fallon, A. A. Z. Von Stockhausen, R. S. Joseph, P. R. Wallis, H. Elmer and Chief Justice.

The Attorney General said that the three prisoners were arrested on May 19 in a room in which they had locked themselves. Entrance was effected by an Excise Officer who had obtained the password. When the door was opened the Officer found a deal for imitating the stamp of the Opium Farmer, a quantity of dross opium, and, in one instance, a label which was an imitation of the Opium Farmer's label. The case given by the prisoners at the Magistrate's was that they had only lately arrived in Hongkong from Canton and that a person, who was the owner of an opium dross, had employed them.

Evidence was led.

The Jury brought in a unanimous verdict of guilty and the prisoners were remanded to nine months' imprisonment each with hard labour.

CHARGE OF PERJURY.
Two witnesses in the case against Cheung Man were sentenced to three months' imprisonment each for perjury.

The Court adjourned sine die.

PAINS IN THE STOMACH. Like toothache, are not dangerous, but decidedly unpleasant. Persons who are subject to such attacks will be pleased to know that prompt relief may be had by taking a dose of two of Chamberlain's Colic, Cholera and Diarrhoea Remedy. For sale by All Dealers; Watson & Co., Ltd., General Agents.

ANOTHER WRECK.

THE STEAMER 'HAESHIN' GOES DOWN.

Disaster Occurs at Wenchow.

It was reported in the city this afternoon, on very good authority, that the China Merchants' steamer *Haeshin* had been wrecked at Wenchow, north of Foochow.

The report further stated that portion of the Chinese crew had arrived at Pagoda Anchorage, Foochow River.

At the Office of the China Merchants' Steam Navigation Company no information with regard to the loss of the steamer could be obtained.

It was ascertained, however, that she was engaged between Foochow and Wenchow.

[The *Haeshin* is an iron screw steamer of 1207 tons gross, 756 tons net. She was built in 1871 by Messrs A. and J. Inglis, of Glasgow, and is owned by the China Merchants' Steam Navigation Company. Her length is 212.6 feet, breadth 33.5 feet, and depth 18.8. The *Haeshin* trades under the Chinese flag and is registered at Shanghai. She was previously called the *Chihli*, and *Fuh-yi*.—Ed. C.M.]

THE BOER CONGRESS.
Speech by Mr. Botha.

London, May 24th.—A Boer Congress was opened yesterday at Pretoria.

Mr. Louis Botha, who presided, urged the farmers to organise on the lines of the trade organisations for financial and agricultural purposes.

'This congress,' he said, 'has not assembled to demand Responsible Government. This is guaranteed to the Boers by the Verenging Conference.'

'If the administration of the colony's affairs is entrusted to a few, instead of to the multitude, the responsibility will rest with the Government. The future of such a Government will depend on the Constitution. Unless this is based on broad lines, compatible with our existence, and adequate to secure our prosperity, it will remain an open question whether we can co-operate.'

Mr. Schalk Burger complained that British constitutional liberty was not granted to the Transvaal and the Orange River Colony in accordance with the Verenging Conference.

The Times correspondent at Pretoria telegraphing with respect to the Boer Congress, remarks that Mr. Botha's tone was moderate, but he apparently looked to the Congress to strengthen his hands in opposing the Government.

The only matter in which Mr. Botha did admit that the Government was acting on right lines, was, continues *The Times*, on responsible, in regard to its action in the matter of cattle diseases.

His remarks with regard to Government assistance for the poor, and compensation for war losses, showed that his dominant idea was that the Government existed for the people, and not for the sake of putting their own shoulders to the wheel.

Mr. Louis Botha, in the course of his inaugural speech at the Boer Congress at Pretoria, advocated the boycotting of the State schools, and the sending of all Boer children to Boer schools only.

London, May 25th.—Although a general desire was expressed at the Boer Congress to co-operate with the Government, and although accomplished facts were tacitly accepted, a message was sent to Mr. Paul Kruger, the ex-President of the defunct South African Republic, regretting his absence.

Mr. Botha's speech is interpreted in some quarters as indicative of the Boer leaders' intention to hold aloof from any Government which fails to establish a balance between the financial and agricultural parts of the Transvaal.

Several newspapers, commenting on the proceedings at the Congress, admit the justice of certain grievances, especially the delay in the payment of compensation for war losses. All, however, insist on the impossibility of re-opening the school question.

Numerous resolutions were passed by the Congress. These demanded, *inter alia*, the recognition of the late Republic's debts.

Equal language rights; That the School Boards be allowed to participate in the appointment of teachers to the State schools;

The appointment of ex-Boer officers, especially the police, to replace the present constabulary, whose ignorance of *Tail* is, it was alleged, a drawback.

Protests were also made against the collection of interest on advances under the terms of the Verenging Conference before the expiry of two years.

The thanks of the Congress were accorded to the Colonies of Natal and Cape Colony for having annexed all rebels, except those charged with murder.

The reconsideration of Lieutenant Witton's case was recommended to the Imperial Government.

The Congress resolved to make the organisation permanent.

The Times says that 'Britishers' in the Transvaal and Orange River Colony must meet organisation with organisation.

Mr. De la Rey, the ex-Boer General, speaking at the Boer Congress at Pretoria, protested against the Dutch children being taught to hate the British.

He also urged the necessity of turning the Boers against the Kaffirs. If he could not be expected to co-operate with them.

London, May 26th.—Mr. Louis Botha and the members of the Boer Congress had a friendly interview with Sir Arthur Lawley, the Deputy Governor of the Transvaal, yesterday at Government House.

Sir Arthur, in replying to the delegation, was firm but conciliatory. The Government, he said, was under no obligation to compensate the Boers for their war losses.

They simply promised assistance, and they had already spent £10,000,000 in the direction. He hoped that the claims of the protected burghers and British subjects would be settled within a week.

His Excellency said he did not object to the Boer reasonable requests for arms to protect themselves against natives. He urged the Boers in all cases where they were servants made mistakes frankly to submit the facts to the Government, and not to brood over isolated errors or bear them up grievously.

STEARNS' HEADACHE CURE. Cures 'Must Be Steady' and you get the genuine.

LATE TELEGRAMS.

Russia's Black Sea Fleet.

London, May 25th.—Fourteen vessels belonging to Russia's Black Sea Fleet, including several battleships, are being mobilised for service.

Jewish Emigration From London.

London, May 27.—Seven hundred Jews, residing at Whitechapel, London, are, it is stated, about to proceed to the United States.

This movement is due to the cheap third-class fares now ruling on the Atlantic liners.

Typhoon in Indo-China.

London, May 23rd.—French Indo-China has been swept by a most disastrous typhoon.

Five thousand persons are known to have been killed.

The damage to property is estimated at many millions francs.

Radium.

London, May 23rd.—Professor Ernest Rutherford, of the McGill University, Montreal, Canada, and formerly of New Zealand, who is one of the world's most famous investigators of radio-activity, has propounded a theory that the earth's internal heat emanates from radium.

London, May 24.—President Loubet, speaking yesterday at Arles, the capital of the French department of Pas-de-Calais, referred to the fiscal question.

He said that quarrels between protectionists and free traders no longer existed throughout France.

It was not, perhaps, to France's advantage, the added, that Great Britain was marching towards the Customs union, which the Republic had adopted twelve years ago.

Alien Immigration.

London, May 23.—Lord Rothchild, head of the well-known Jewish banking firm, in London, is interesting himself in securing the exclusion of Jewish immigrants from the operations of the Alien Immigration Bill now before the Imperial Parliament.

He suggests that the Jewish community in London would be willing to enter into a guarantee with the Government that Jewish aliens arriving in the country will not come on the rates for two years after their arrival if exempted from the provisions of the Act.

Russian Patriotism.

London, May 27th.—The Russian nobles and public bodies are largely subscribing to what is described as a New Patriotic Fleet Fund.

The fund is intended to pay for the construction of a large number of warships of steel type.

The Government has offered large rewards for improved submarines.

Divorce in America.

London, May 26.—A Presbyterian Assembly sitting at Buffalo, U.S.A., has decided to prohibit ministers from marrying divorced persons.

A Windfall.

London, May 26th.—A man named Patrick Hennessy, employed as a weigher at a sugar refinery at Brooklyn, New York, U.S.A., has inherited £260,000 the fortune of his late uncle, formerly of Melbourne.

Anti-Alien Legislation.

London, May 26th.—Sir Wilfrid Laurier, the Canadian Premier, has promised to introduce legislation to prohibit the employment of aliens for the construction or working of railroads when the companies owning such railroads are in receipt of Government subsidies.

Death of the Wife of 'Mark Twain'.

Calcutta, June 7th.—A Statesman special telegram, dated London, June 6th, says that Mark Twain's wife died suddenly at Florence, of syncope, to-day.

The Philippines.

London, May 24.—The Moros at Malabang massacred 34 Filipinos—men, women, and children.

The affair occurred at midnight. The men massacred were in the employ of the American military authorities.

The Panama Canal.

London, May 25.—The Republic of Colombia, resenting the action of the United States in connection with the Panama Canal, has declined to receive new American Minister, adding that any Minister from the United States would be objectionable at the present moment.

A Mysterious Epidemic.

London, May 23.—A mysterious epidemic, marked by a rapid fever, or cerebro-spinal meningitis, has caused 466 deaths in New York recently.

Children are the chief sufferers.

Permanent blindness, deafness, or paralysis often result from an attack of this new malady.

Hotel Metropole Robbery.

London, May 26th.—Mr. George Marshall, a solicitor of Bedford, North, has been arrested in connection with the theft of £12,000 worth of bank notes, the property of the Duke of Newcastle, which occurred in January last, at the Hotel Metropole, London.

Africa for the Africans.

London, May 24th.—The Zulus and Swazis of South Africa are exhibiting much discontent and unrest.

Their perturbation is said to be the result of American negro agitators preaching 'Ethiopianism,' or Africa for the African natives.

Bad Times on American Railway.

London, May 25.—Owing to the uprisings of the traffic on many of the American railways, five thousand railway men have received notice that their services will be dispensed with early in June.

Austria and the Papacy.

London, May 25.—Bismarck's message states that a sensation has been caused at Innsbruck, the capital of the Austrian province of Tyrol, by the action of Pope Pius X.

CHINESE HONOURS FOR CUSTOMS OFFICIALS.

The current issue of the Chinese *Outlook* contains a list of honours conferred this year by Imperial decree, or by Wai-wu pu despatch. There are 134 names in the list, among them being:—Mr. J. A. Van Aalst, Commissioner of Maritime and Native Customs, Amoy, promoted to the Imperial Order of the Double Dragon; second class, and to civil rank of the third class. Other appointments to Civil Rank of the Third Class are:—Messrs W. N. Morehouse, Commissioner of Customs, Lappa; R. de Luca, Acting Commissioner, Canton; J. R. Brasier, Commissioner, Kowloon; F. J. Smith, Acting Commissioner at Swatow; C. Johnston, Acting Commissioner at Pakhoi; P. W. Mass, Acting Commissioner at Kowloon; and R. V. Brown, Acting Commissioner, Shanghai.

The following received Civil Rank of the Fourth Class:—E. A. W. von Strauch, first assistant, Foochow; A. S. Deane, chief assistant, Wuhu; A. Schmidt, acting deputy commissioner, Foochow; Canton; F. W. Carey, first assistant, Canton; A. E. Hyland, deputy postmaster, Canton; E. S. Sinton, second assistant, Canton; J. H. May, chief tide-surveyor, Canton; T. Moorehead, chief tide-surveyor, Foochow; T. N. Mansour, tide-surveyor, Lappa; D. Conklin, tide-surveyor, Wampoa; E. Stevens, tide-surveyor, Amoy; J. A. Holz, tide-surveyor, Swatow; N. Brown, tide-surveyor, Kowloon; W. L. Parker, tide-surveyor, Wenchow.

Military Rank of the Fifth Class (conferred in recognition of services rendered in capturing a pirate junk):—H. E. Trepow, chief class tide-water, Lappa; A. Murray, watchman, Lappa.

IS ENGLAND IN DANGER?

The Times will soon be purchasable for twopenny. It is nearly forty-three years since the great newspaper was brought down from fourpence to three-pence. Indeed, it is no exaggeration to say that, if necessary, the public would pay more for it. The Times is a national institution, the like of which the rest of the civilised world cannot show.

The suggestions sometimes heard of its being made a penny paper is, of course, out of the question. An experiment is now to be tried, however, by which the cost to regular subscribers will be brought down. To people who usually buy the paper the price will remain threepence, but a reduction of 23 per cent. will be made to those who take *The Times* regularly for the year. This scheme involves the making of all payments direct to *The Times*, but the paper will be supplied nevertheless through the newsvendors as usual, or by post, as the subscriber chooses, at the same price, namely, 23 p.

It is estimated that, by means of the new system of organisation, an army corps of 30,000 people will be ready to deliver *The Times* in all parts of the United Kingdom, so that the difficulty of obtaining the paper, which has of late seriously felt out—Special provision is being made for subscribers who leave home or wish to stop delivery during a holiday. In consideration of the direct relations which the new scheme aims at establishing between the publishers of *The Times* and the Times itself as an organisation, it is proposed to give regular subscribers certain facilities for utilising the unique opportunities enjoyed by *The Times* in obtaining information at home or abroad.

The concession will be accompanied by a guarantee that, in spite of the reduction in price, the quality and character of the newspaper will in no way be lowered. On the contrary, it may be expected that certain features will, before long, be added to *The Times* which will make it even more valuable in certain departments than it is already.

The following table showing the price of *The Times* at successive stages of its career will prove of interest.

Year	Price
1788	4d.
1800	4d.
1810	4d.
1820	4d.
1830	4d.
1840	4d.
1850	4d.
1860	4d.
1870	4d.
1880	4d.
1890	4d.
1900	4d.
1904	2d.

—Home paper.

ONE of the most useful Institutions of this country promises to be The Diabetic Institute of London, established for scientific research into the origin, cause and treatment of Diabetes and the secondary symptoms: goit, rheumatism, carbuncles, etc. Hardly any disease is so little understood, and at the same time so insidious and dangerous as diabetes, which according to the highest modern authorities, is curable after it has been treated in time. If interested, write to the Institute, St. Dunstan's Hill, London, E.C., for free information.

To-day's Advertisements.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA DIRECT.

THE Company's Steamship **YUEN-SANG**, Captain P. H. ROZE, will be despatched as above on FRIDAY, the 24th inst., at 4 p.m.

This Steamer has superior Accommodation for First-class Passengers, and is fitted throughout with Electric Light.

For Freight or Passage, apply to **JARINE, MATHESON & CO., General Managers.**

Hongkong, June 22, 1904. 1165

IMPERIAL GERMAN MAIL LINE.

NORDEUTSCHER LOYD, BREMEN.

NOTICE TO CONSIGNEES.

THE Steamship **OF THE NORDEUTSCHER LOYD**, having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED, and stored at Consignees' risk and expense.

POST OFFICE NOTICES.

Exclusives of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing from Green Island. Vessels near the Hongkong shore are marked A., near the Kowloon shore B., and those in the body of the Shipping of

midway between each shore are marked σ , in conjunction with the signals σ and σ .

Section.

1. From Green Island to the Gas Works.
2. From Gas Works to Jardine's Wharf.
3. From Jardine's Wharf to the Harbour's Office
4. From Harbour Master's to the Market.
5. From the Market to Peddar's Wharf.
6. From Peddar's Wharf to the Naval Yard.

Section.

7. From Naval Yard to Blue Building.
8. From Blue Buildings to East Point.
9. From Kewell's Island to North Point.
10. Kowloon Wharves.
11. Jardine's Wharf.

Vessel's Name.	Agent.	Captain.	Flag and Reg.	Tonnage.	Date of Arrival.	Consignee or Agents.	Destination.	Remarks.
Steamers.								
Breda	3 c	Falkmann	Norw. str.	845	June 19	Chinese	Shanghai	June 23.
Buenaventura	3 w	Rilton	British str.	2019	June 21	Nippon Yusen Kaisha		
Canton	4 c	Muir	British str.	1210	June 21	Jardine, Matheson & Co.		
Carl Manzoll	3 c	Jaenen	Ger. str.	854	June 21	H. & A. Trading Co.	Shanghai	June 25.
C. Fred. Leacia	3 w	Hill	Ger. str.	7790	June 22	Hamburg-America Linie		
China	3 c	Krumba	Ger. str.	1116	June 11	H. A. Trading Co.	Shanghai & San Francisco	June 28.
China	3 c	Friede	British str.	3187	June 17	C. M. S. S. Co.		
Chikiang	3 c	Robertson	British str.	1229	June 18	Butterfield & Swire		
Chi Yuen	3 c	Stewart	Chi. str.	1211	June 18	C. M. S. N. Co.		
Chow Tai	3 c	Forster	Ger. str.	1115	June 22	Butterfield & Swire		
Chuanang	3 c	Cox	British str.	1418	June 18	Jardine, Matheson & Co.		
Conford	3 c	Martin	British str.	3834	June 19	Gibb, Livingston & Co.		
Dagmar	3 c	Carl	Norw. str.	358	June 19	Order		
Delima	3 c	Christiansen	Ger. str.	965	June 11	Sander, Wiedel & Co.		
Dejima	3 c	Richard	British str.	1927	June 22	Jardine, Matheson & Co.		
Edgar	3 c	Michell	British str.	1410	June 22	Jardine, Matheson & Co.		
Fanhang	3 c	Michell	British str.	3390	June 22	Mitsui Bussan Kaisha		
Foyle	3 c	Page	British str.	1287	June 21	Douglas Steamship Co.	Swatow & Foochow	June 23.
Haebing	3 c	Wilde	British str.	1856	June 16	Jardine, Matheson & Co.		
Huangang	3 c	Gudinrau	French str.	705	June 22	A. R. Mary		
Hua	3 c	Finlayson	British str.	1024	June 21	Butterfield & Swire	Cebu & Hulo	June 25.
Kalong	3 c	Buddleley	British str.	1142	June 21	Butterfield & Swire		
Kanun	3 c	Allen	British str.	3727	June 20	C. M. S. N. Co.	Shanghai	June 23.
Kemnon	3 c	Lincoln	Chi. str.	1467	June 19	Mitsui Bussan Kaisha		
Kwang Lee	3 c	James	Norw. str.	790	June 19	Butterfield & Swire		
Liban	3 c	Williams	British str.	1352	June 16	Siemssen & Co.		
Linh	3 c	Kalkhofen	Ger. str.	1245	June 17	Butterfield & Swire	Swatow & Bangkok	June 23.
Looemoon	3 c	Schultzen	Ger. str.	1020	June 21	Siemssen & Co.		
Looook	3 c	Falkmann	Ger. str.	1238	June 21	Siemssen & Co.		
Luyemson	3 c	Schallier	Ger. str.	678	June 12	Jebsen & Co.		
Mahide	3 w	Hall	British str.	3280	June 21	P. & O. S. N. Co.		
Mangon	3 c	Brandt	Ger. str.	960	June 22	Yokka Shigen Kaisha		
M. Struve	3 c	Payne	British str.	2591	June 20	Jardine, Matheson & Co.		
Musang	3 c	Habel	Ger. str.	2234	June 21	Hamburg-America Linie		
Nubia	3 c	Dannevig	Norw. str.	1001	June 22	Sander, Wiedel & Co.		
Orange	3 c	Nutley	British str.	1237	June 13	Shewan, Tomes & Co.		
Perla	3 c	Ahrens	Ger. str.	1252	June 17	Sander, Wiedel & Co.		
Petrarch	3 c	Bremer	Ger. str.	687	June 21	Siemssen & Co.		
Progress	3 c	Lar-brygon	Norw. str.	1023	June 22	Chinese		
Protheus	3 c	Almond	British str.	1611	June 20	Shewan, Tomes & Co.	Manila	June 25.
Rainier	3 c	Landman	Ger. str.	907	June 15	Jebsen & Co.	Manila	June 22.
Signal	3 c	Landman	British str.	1345	June 18	Butterfield & Swire		
Tan	3 c	Smomerville	British str.	2386	June 19	Jebsen & Co.		
Theodor Wille	3 c	Kalkhofen	Ger. str.	1119	June 14	Butterfield & Swire		
Whangloa	3 c	Portridge	British str.	1257	June 21	Butterfield & Swire		
Wuhu	3 c	Richards	British str.	1123	June 17	Jardine, Matheson & Co.	Manila	June 24.

Yuen-sang		4	June	Standard Oil Co.	1898	May	10	Standard Oil Co.
Sailing Vessels.								
Eclipse	3	McBryde	B. 4-m. bk.	2978	May	10	Standard Oil Co.	
London	2	Schialfino	Brit. bqs	516	June	14	Order	
Johanna	2	McIvor	British sh	1611	June	11	Standard Oil Co.	
Kentmore	2	Burch	British sh	2500	June	14	Standard Oil Co.	
Lochair	3	Ital. bqs	784	Jan.	12	Carlowitz & Co.	
Maris	2	Orso	Italian bqs	1118	April	9	Order	
.....	8	Button	Brit. bqs	949	May	29	Gilman & Co.	

<p>STEAMERS PASSED IUEZ CANAL. [SUPPLIED THROUGH ROUTE]. <i>Albenga, Asabria, St. Edda, Peking,</i> <i>May 3; Loucheur Castle 10; Anar-in,</i> <i>13; Cassius, Kennebec, Vent-mor,</i></p>	<p>The O. S. S. Co.'s s.s. <i>Myrmidon</i> left Bata- via for this port of 17th June, and is due here on 24th June. The O. S. S. Co.'s s.s. <i>Cachas</i> will leave Victoria, B.C., for Japan and Hong- kong on 7th July.</p>	<p>China Coast Meteorological Register. 21st June.—AT 4 P.M.</p>
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Station.		Hours.	Barometer.	Temperature.	Humidity.	Direction.	Force.
<p align="center">Kobe.</p> <p align="center">HONGKONG, June 22, 1904.</p>							
<p>On London—</p> <p>Bank, Wire, 1/97</p> <p> " On demand, 1/98</p> <p> " 30 days' sight, 1/10</p> <p> " 4 months' sight, 1/10 1/2</p> <p>Credit, 4 " 1/10</p> <p> " Documentary, 4 months' sight, 1/10 1/2</p>							
<p align="center">ARRIVALS AT HONK.</p>							
June 12, Polynesia, Sardinia.							

Mails.				
The M. M. Co.'s steamer, with the		On demand	230	
FRENCH MAIL, left Singapore on Mon-		Credits, 4 months' sight	230	
day, the 20th June, at 3 p.m.,		Un Berlin	1863	
and may be expected here on or about		On Demand	1863	
Monday, the 27th June. This steamer		On New York	442	
brings repulse and despatched		On demand, 60 days' sight	442	
from Hongkong on the 23rd April.		On Bombay	1384	
The C. & S. S. Co.'s steamer, with		Wires	1384	

On demand	1362	Gedaf	30.07	73	81	SE	2
On Calcutta	1361	Sharp Pk.	20.94	71	70	N	2
Wing	1361	Amoy	29.97	81	81	SE	1
On demand	1363	Swatow	23.88	80	80	SE	1
On demand	1363	Hankow	29.90	87	87	SE	1
On Singapore	1363	Vien Pong	29.94	86	86	SE	1
On demand	1363	Gap Rook	29.83	84	84	SE	1
On demand	1363	Macao	29.82	84	84	SE	1

[illegible]

Hongkong Register.				22nd June.—at 10 a.m.	
	Previous day	On date at		W/stock.	
	at 5 p.m.	10 a.m.	4 p.m.		
The Boston S. S. Co.'s s. <i>Tyrom</i> left Manih for this port on the 22nd June, at daylight.				Nemuro	7 1/2
The s. <i>Fujiyama</i> , from Australian Ports, left Sydney on the 4th June, and is due here on 27th June.	28.63	29.92	29.84	Bahadotee	6 1/2
The s. <i>Onishi</i> left Nantenin on 21st June for Oholoo and this port, and is expected on 27th June.	55	82	83	Tokio	"
	75	87	78	Nagasaki	"
	--	--	--	Kagoshima	"
				Oshima	"

due on 24th inst.	Wind ...	S	NE	0	Nah...
The Japan-China-Japan-Lin str. <i>Tsunshi</i>	Force	1	1	1	lahi <i>Tsun</i> ...
left 6th inst. for Majind Amoy, for this	Weather	0	0	0	Taich...
port on the 14th June, and may be	Rain	—	0.82	—	Taich...
expected here on or about the 24th					Tsinan...
June.					Koshu...
The Indo-China S. N. Co. Ltd.'s s.s. <i>Su-rang</i>	Highest open air temperature on the 24th.....	26			Pessadores
will sail for Calcutta for this port via The	Lowest open air temperature on the 24th.....	19			Wahaiwai
Strails on 12th June.	S. I. Piyaratne, Chief Assistant.				Outatad...
for this port on the 14th inst.	Forecasting Observatory, June 24, 1904.				

WEATHER REPORT.			
The P. & A. steamer <i>Nicomedia</i> sailed from Portland May 29th, via Japan Ports, and may be expected here about the 30th June.		Amoy	29.87
The A. S. S. <i>Hine</i> , here from New York of 24th April, is due here on or about the 30th June.		Swatow	29.86
The Australian Lloyd's s.s. <i>Vindobona</i> left Melbourne on the morning of 18th June.		Canton	29.87
		Hongkong 10a	29.87
		Yick. Peak	29.85
		Swatow	29.85
		Macao	29.84
		Haiphong	29.88
		Manila	29.88

for this port.		The C. C. S. S. Co. 14's a.s. <i>Clavering</i>		Coss and moderate S.E. winds will prevail		in the Formosa Channel and S. to S.E.	
The ship will		sailed from Salina on the 23rd		winds in the northern parts of the China		Sea.	
field		May for Hongkong via Moji, and is due		Forecast:—Moderate S. to S.E. winds,		cloudy, showery.	
strike		to arrive about July 2nd.		N. B.—The information received this		morning is very meagre.	
Thomas		The A. A. s.s. <i>New Orleans</i> , from		The C. C. S. S. Co. 14's a.s. <i>Leitch</i> left		for Hongkong via Moji, and is due	
The ship		The A. A. s.s. <i>New Orleans</i> , from		The C. C. S. S. Co. 14's a.s. <i>Leitch</i> left		for Hongkong via Moji, and is due	
The ship		The A. A. s.s. <i>New Orleans</i> , from		The C. C. S. S. Co. 14's a.s. <i>Leitch</i> left		for Hongkong via Moji, and is due	
The ship		The A. A. s.s. <i>New Orleans</i> , from		The C. C. S. S. Co. 14's a.s. <i>Leitch</i> left		for Hongkong via Moji, and is due	
The ship		The A. A. s.s. <i>New Orleans</i> , from		The C. C. S. S. Co. 14's a.s. <i>Leitch</i> left		for Hongkong via Moji, and is due	
The ship		The A. A. s.s. <i>New Orleans</i> , from		The C. C. S. S. Co. 14's a.s. <i>Leitch</i> left		for Hongkong via Moji, and is due	
The ship		The A. A. s.s. <i>New Orleans</i> , from		The C. C. S. S. Co. 14's a.s. <i>Leitch</i> left		for Hongkong via Moji, and is due	
The ship		The A. A. s.s. <i>New Orleans</i> , from		The C. C. S. S. Co. 14's a.s. <i>Leitch</i> left		for Hongkong via Moji, and is due	
The ship		The A. A. s.s. <i>New Orleans</i> , from		The C. C. S. S. Co. 14's a.s. <i>Leitch</i> left		for Hongkong via Moji, and is due	
The ship		The A. A. s.s. <i>New Orleans</i> , from		The C. C. S. S. Co. 14's a.s. <i>Leitch</i> left		for Hongkong via Moji, and is due	
The ship		The A. A. s.s. <i>New Orleans</i> , from		The C. C. S. S. Co. 14's a.s. <i>Leitch</i> left		for Hongkong via Moji, and is due	
The ship		The A. A. s.s. <i>New Orleans</i> , from		The C. C. S. S. Co. 14's a.s. <i>Leitch</i> left		for Hongkong via Moji, and is due	
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The ship		The A. A. s.s. <i>New Orleans</i> , from		The C. C. S. S. Co. 14's a.s. <i>Leitch</i> left		for Hongkong via Moji, and is due	
The ship		The A. A. s.s. <i>New Orleans</i> , from		The C. C. S. S. Co. 14's a.s. <i>Leitch</i> left		for Hongkong via Moji, and is due	
The ship		The A. A. s.s. <i>New Orleans</i> , from		The C. C. S. S. Co. 14's a.s. <i>Leitch</i> left		for Hongkong via Moji, and is due	
The ship		The A. A. s.s. <i>New Orleans</i> , from		The C. C. S. S. Co. 14's a.s. <i>Leitch</i> left		for Hongkong via Moji, and is due	
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The ship		The A. A. s.s. <i>New Orleans</i> , from		The C. C. S. S. Co. 14's a.s. <i>Leitch</i> left		for Hongkong via Moji, and is due	
The ship		The A. A. s.s. <i>New Orleans</i> , from		The C. C. S. S. Co. 14's a.s. <i>Leitch</i> left		for Hongkong via Moji, and is due	
The ship							

Temperature.	
Hongkong, June 22, 1904.	
BAROMETER—9 A.M.	29.87
Do. 1 P.M.	29.85
Do. 3 P.M.	29.79
Do. 5 P.M.	29.82
Thermometer—9 A.M.	83
Do. 1 P.M.	83
Do. 3 P.M.	83
Do. 5 P.M.	79

Port of Call.
 The S.S. *Hygon* left Victoria, B.C. for
 Hongkong, via Japan on 14th inst.
 The S.S. *Seavon* left New York on the 2nd
 inst.
 Latest Advice.
 The C. F. S.S. *Empress of China*
 arrived at Vancouver at 5 p.m. on
 1st inst.

Tuesday, the 21st June.

Vessels Advertised as Loading

Destination.	Vessels.	Agents.	Date of Leaving.
Australian Ports	Australian (s).....	Gibb, Livingston & Co.	July 3, at Noon.
Australian Ports	Chingoo (s).....	Butterfield & Swire	July 6.
Amoy, Straits, P'ooon	Palamotta (s).....	Jardine, Matheson & Co.	June 26, Daylight.
Bremen, &c.	Zieten (s).....	Mohrberg & Co., Ltd.	June 24.
Bremen, &c.	Sepidita (s).....	Mohrberg & Co., Ltd.	June 24.
Bremen, &c.	Roon (s).....	Mitchem & Co.	July 10.
Bremen, &c.	Kaifong (s).....	Butterfield & Swire	June 25, at Noon.
Bombay & HOLL.	Oxfordfield (s).....	Gibb, Livingston & Co.	About June 24.
Durban	Diomed (s).....	Butterfield & Swire	July 16.
Genoa, Naples, L'pool	Batavia (s).....	Hamburg-Amerika Linie	June 24, at 5 p.m.
Hamburg	Nürnberg (s).....	Hamburg-Amerika Linie	July 6.
Havre, Bremen, H'burg	C. Ford Lœwke (s).....	Hamburg-Amerika Linie	July 26.
Havre & Hamburg	Shamout (s).....	Swansea & Cardiff	June 24, at 11 a.m.
Java Ports	Tijapane (s).....	Java-China-Japan-Lin	1st half of July.
Java Ports	Agamemnon (s).....	Butterfield & Swire	June 23.
Yokoh. Am'dam, Ant'p	Yanztee (s).....	Butterfield & Swire	July 6.
L'pool, Am'dam, Ant'p	Kinkuck (s).....	Butterfield & Swire	July 19.
London, Antwerp, &c.	Coylon (s).....	P. & O. S. N. Co.	About June 25.
London, &c.	Beral (s).....	P. & O. S. N. Co.	July 2, at Noon.
Marseilles via Saigon	Himalaya (s).....	Messageries Maritimes	About Aug. 19.
Marseilles via Saigon	Shamout (s).....	Doddwell & Co. Limited	About Aug. 19.
Manila	Rohk (s).....	Shewan, Tomes & Co.	June 25, at 10 a.m.
Manila	Zefiro (s).....	Shewan, Tomes & Co.	July 2, at 10 a.m.
Manila	Taming (s).....	Butterfield & Swire	June 29.
Manila	Yuen-sang (s).....	Jardine, Matheson & Co.	June 24, at 4 p.m.
New York, Sues Canal	Richmond Castle (s).....	Doddwell & Co. Limited	About June 28.
New York, Sues Canal	St. Fillance (s).....	Doddwell & Co. Limited	About July 10.
New York, Sues Canal	Lowther Castle (s).....	Standard Oil Co.	About July 31.
New York, Sues Canal	Weyhill (s).....	Butterfield & Swire	June 27.
Shanghai	Lina (s).....	P. & O. S. N. Co.	About June 30.
Shanghai	Chusan (s).....	Java-China-Japan-Lin	1st half of July.
Shanghai and Japan	Jijiyap (s).....	Messageries Maritimes	About July 14.
Shanghai and Japan	Nionion (s).....	Portland & A. S. Co.	July 17.
S'hai, Kobe & Y'haru	Niomenka (s).....	Sander, Wiegler & Co.	June 24, at p.m.
S'hai, Kobe & Portland, Or.	Windobona (s).....	Osaka Shosen Kaisha	July 29, at 10 a.
S'pore, U'bo, B'bay &c.	M. Struve (s).....	Osaka Shosen Kaisha	July 3, at 10 a.m.
Stow, Amoy & Yamsu	Thioos (s).....	Osaka Shosen Kaisha	June 22, at 10 a.m.
Stow, Amoy & Yamsu	Triumph (s).....	Douglas Lepraik & Co.	June 28, at 11 a.
Stow, Amoy, Foochow	Hiohioh (s).....	Butterfield & Swire	June 23, at 10 a.m.
Stow, Amoy, Foochow	Kanet (s).....	Doddwell & Co., Ltd.	June 28.
Stow, C'foo & T'ain.	Tremont (s).....	Canadian P'fic R. Co.	July 28.
Victoria, B.C., Tacoma	Empress of Japan (s).....	Canadian P'fic R. Co.	Aug. 3.
Vancouver (B.C.), &c.	Athenian (s).....	Canadian P'fic R. Co.	Aug. 3.
Vancouver (B.C.), &c.	Empress of China (s).....	P. & O. S. N. Co.	June 24, Daylight.
Yma, S'hai, Moji, Kobe	Muzong (s).....	P. & O. S. N. Co.	June 24, Daylight.

SHARE LIST.—QUOTATIONS

Stocks.	No. of Shares.	Value.	Paid up.	Closing Quotation Club.
BANKS.				
Hongkong and Shanghai Bank Corp.	80,000	\$ 125	all	\$860, sales
National Bank of China, Limited	19,970	£ 10	£ 8	£88, buyers
Do. Founders' shares	750	£ 1	£ 2	£ 810, buyers
MARINE INSURANCE CO.				
Canton Insurance Office Co., Ltd.	10,000	£ 250	£ 50	£212
China Traders' Insurance Co., Ltd.	10,000	£ 32.33	£ 16	£22, buyers
North-China Insurance Co., Ltd.	10,000	£ 16	£ 8	£123, sales
Union Insurance Society, Ltd.	10,000	£ 250	£ 100	£340, buyers
Yongtze Insurance Association, Ltd.	8,000	£ 100	£ 60	£130
FIRE INSURANCE.				
China Fire Insurance Co., Ltd.	20,000	£ 100	£ 20	£864, buyers
Hongkong Fire Insurance Co., Ltd.	8,000	£ 250	£ 50	£310, sellers
DOCKS, ETC.				
H'kong & Whampoa Dock Co. Ltd.	50,000	£ 50	all	£213, sellers
Gao. Fenwick & Co., Limited.	8,000	£ 23	£ 25	£48, sellers
New Amoy Dock Co., Ltd.	8,000	£ 62	£ 62	£30, sellers
S. C. Farman, Boyd & Co. Ltd.	55,700	Tls. 100	Tls. 100	Tls. 156, buyers
STEAMBOATS, TRUST, ETC.				
Chien and Manli's S. S. Co., Ltd.	30,000	£ 50	£ 50	£28, sellers
Doctas Steamship Co., Limited.	30,000	£ 50	all	£34, sellers
H.K. Co. and M. Steamboat Co., Ltd.	10,000	£ 15	£ 15	£29, sellers
Indo-China S. N. Company, Limited.	30,000	£ 10	all	£118, buyers
Star Ferry Company, Ltd.	10,000	£ 10	£ 10	£824, buyers
Shell Transport & Trading Co., Ltd.	100,000	£ 1	£ 1	£22.75, sellers
do. Preference.	100,000	£ 10	£ 10	£28.10
Taku Tug and Lighter Co., Ltd.	8,500	Tls. 50	Tls. 50	Tls. 35
Shanghai Tug & Lighter Co., Ltd.	100,000	Tls. 50	Tls. 50	Tls. 49, sales
do. Preference.	100,000	Tls. 50	Tls. 50	Tls. 47, sales
REFINING.				
China Sugar Company, Limited.	20,000	£ 100	A	£172, buyers
Luzon Sugar Company, Limited.	7,000	£ 100	A	£89, sellers
Perak Sugar Cultivation Co., Ltd.	7,000	Tls. 50	T	£50, sales
WHAVERIES.				
H.K. & Kwong Hei & Godown Co.	30,000	£ 50	all	£1084, buyers
Shanghai and Hongkong Wharf Co.	30,100	Tls. 100	Tls. 100	Tls. 150, sellers
LAND AND BUILDING.				
Hongkong Land Investment and	50,000	£ 100	100	£155, sellers
Anglo-Chinese Company, Limited	52,000	£ 60	Tls. 50	Tls. 110, buyers
Shanghai Land Investment Co., Ltd.	6,000	£ 50	£ 50	£364, buyers
Kowloon Land and Building Company	3,784	Tls. 25	Tls. 25	Tls. 10
Wei-hei-wei Land & Building Co., Ltd.	100,000	£ 10	all	£123, sellers
Humphreys Estate & Finance Co.	50,000	£ 10	£ 24	£44, buyers
West Point Building Co., Limited.	12,500	£ 50	£ 50	£58, sellers
TRAMWAYS.				
H.K. High-Level Tramway Co., Ltd.	1,250	£ 100	all	£280
MINING.				
New Fumion Mining Co., Ltd.	60,000	£ 11	£ 11	Nominal
do. Preference shares	30,000	£ 1	all	£0 cent, buyers
Société Française des Charbon-	18,000	Fcs. 250	all	£490
nages du Tonkin	200,000	£ 1	£ 10	£7, sellers
Rambant and Gold Mining Co., Ltd.	200,000	£ 1	£ 10	£7, sellers
RESIN, ETC.				
Hongkong Hotel Company, Ltd.	12,000	£ 50	all	£137, sellers
Astor House Hotel Ltd. (Tientsin)	2,000	Tls. 50	Tls. 50	Tls. 160, buyers
Astor House Hotel Co., Ltd. (Shanghai)	50,000	£ 25	£ 25	£36, sales
DIFFERENTIALS.				
A. S. Watson & Co., Limited.	60,000	£ 10	all	£134, buyers
Watkins Limited	10,000	£ 10	£ 10	£73, buyers
GAS.				
H.K. and China Gas Co., Limited.	7,000	£ 10	all	£160, buyers
Shanghai Gas Company, Ltd.	8,000	Tls. 50	Tls. 50	Tls. 1124, buyers
Hongkong Electric Co., Limited.	30,000	£ 10	£ 10	£14, sellers
New Electric (new issue)	30,000	£ 10	£ 5	£74, buyers
RUBBER AND CEMENT.				
Green Island Cement Co., Ltd.	50,000	£ 10	£ 10	£29, sales & buyers
AGENCY.				
Bell's Asbestos Eastern Agency, Ltd.	8,604	£ 12/6	£ 12/6	£5, buyers
United Asbestos Oriental Agency, Ltd.	10,000	£ 10	£ 10	£104, buyers
do. Limited	10,000	£ 10	£ 10	£210, buyers
H.K. Steam Water-heel Co., Ltd.	7,000	£ 10	£ 10	£17, buyers
Hongkong Dairy Farm Co., Ltd.	10,000	£ 10	£ 10	£15, buyers
Hongkong Steam Waterworks Co., Ltd.	10,000	£ 25	all	£225, sales
Shanghai Waterworks Co., Ltd.	7,200	£ 2	£ 2	Tls. 380, sales
Tobacco Planting Company, Ltd.	20,000	£ 5	£ 5	£81, sellers
H'kong Rope Manufacturing Co., Ltd.	10,000	£ 50	all	£140, sellers
Hongkong Cotton Spinning Co., Ltd.	100,000	£ 10	£ 10	£144, sellers
Kwo Cotton Spinning and Weaving Co., Ltd.	20,000	Tls. 50	Tls. 50	Tls. 30, sellers
International Cotton Manufacturer, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 25
Loong-Kong-Mow Cotton Spinning and Weaving Co.,	8,000	Tls. 100	Tls. 100	Tls. 32
Foy Chee Cotton Spinning Co., Ltd.	2,000	Tls. 500	Tls. 50	Tls. 180, sellers
China Provident Loan Mortgage Co., Ltd.	50,000	£ 10	£ 10	£92, sales & sellers
China Borneo Company, Ltd.	60,000	£ 12	£ 12	£924, sellers
Campbell, Clark & Co., Limited.	1,500	£ 10	all	£37, sellers
Wm. Powell, Ltd.	13,000	£ 10	£ 10	£104, sellers
Shanghai and Hongkong Dyeing and Cleaning Co., Ltd.	1,500	£ 50	£ 50	£50
The Canton-Hongkong Ice and Cold Storage Company, Limited	70,000	£ 10	£ 10	£10, Nominal
OTHER COMPANIES.				
Philippine Co., Ltd.	87,500	£ 10	£ 10	£934, sellers
Albany Limited.	500	£ 50	£ 5	£20

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